

Message

From: Nanna Sinding Brage-Andersen [NBrage@wfscorp.com]
Sent: 9/28/2018 2:40:06 AM
To: Steen, Dominik [dominik.steen@oldendorff.com]
Subject: Re: BUNKER INQUIRY - M/V "IRENE OLDENDORFF" - YOSU - LSGO

Hi Dominik,

Unfortunately Hyundai not able to supply lsmgo before October dates.

Let me know if you wish to receive quote basis October?

Kind regards

Nanna Sinding Brage
World Fuel Services

Cel +65 9117 4615

On 28 Sep 2018, at 9:11 AM, Steen, Dominik <dominik.steen@oldendorff.com> wrote:

BUNKER INQUIRY

WE HEREBY INVITE YOU TO QUOTE BEST POSSIBLE ASAP

VESSEL:
M/V IRENE OLDENDORFF

IMO NUMBER:
9720976

VOYAGE NUMBER:
TBN

ACCOUNT:
OLDENDORFF CARRIERS GmbH & Co KG

PORT:
YOSU

ETA:ALREADY ARRIVED / ETS 30TH OF SEPTEMBER
CLOSE CONTACT WITH AGENT

QUANTITY:
50 mts

GRADE:
MGO DMA LS max. 0.1%
ISO 8217 - 2005

PRICE:
US\$ pmttd

SELLER/SUPPLIER:

AGENT:
HK Yang
Tong Jin Shipping Service Co., Ltd. Seoul, Korea
Tel; 82-2-756-1821
Fax: 773-9498
Email: hkyang@tongjin.com
Aoh: 82-10-5377-9681

SURVEYOR:
LINTEC - On buyer's behalf (not final and binding). No bunkering nor any paperwork to be done without the physical presence of our appointed surveyor.

MARPOL 73/78
ANNEX VI:
The supplier/seller warrants to make this supply strictly in compliance with the MARPOL 73/78 Annex VI regulation.

DELIVERY:
By barge. (If delivery cannot be effected by one barge only we require notification before fixing)

REMARK:
No double BDN allowed.
Suppliers to keep all parties informed in writing at all times with regards to any changes.

SAMPLING:
In order to avoid misunderstandings and eliminate doubt of the representative samples we request the following procedures to be followed concerning who takes/gets which samples:
Barge/supplier: 1 or 2 samples as they require
Vessel: 2 samples (one for the vessel and one as MARPOL)
Surveyor: 4 samples (one for the analysis and the other ones to be kept in case of necessity to retest a representative sample.
In case buyer and/or seller requires a counter analysis for a claim settlement such counter analysis must be done on one of the surveyor retained samples only. Such analysis to be in line with ISO 8217 and to be conducted in a laboratory accredited to ISO 17025. The test should be part of the accreditation schedule (or equivalent national accreditation standard if ISO 17025 is not adopted by the country the test is carried out in).

PAYMENT:
30 days from delivery thereafter 7 days from receipt of invoice.

TIME BAR:
Quality complaints time barred after 30 days.

REMARKS:
As from 1st July 2009 SOLAS Chapter VI is amended to require that suppliers provide, prior to delivery an MSDS with each consignment of bunkers to be supplied to a ship. This requirement

covers all grades of oil fuels, gas oils through residual fuels.
Barge making delivery to be covered with PNI insurance for transportation, oil spill liability.
Title and risk shall pass to the buyer at the permanent intake manifold of the vessel. Barge (operator) must be all surveyor approved.

SPECIAL CLAUSE:

The supplier warrants that entering into and performance of this supply contract shall not constitute any violation of any sanction laws of the United Nations, the United Kingdom, the European Union, the United States of America, by the buyers as if it were subject to such sanction laws, all as amended from time to time. Should Sellers be in breach of any of this warranty, then the Sellers shall indemnify the Buyers against any losses or damages whatsoever resulting and the Buyers shall have the right to immediately cancel the supply contract.

SPECS:

The fuel oil to be delivered according to and comply with the ISO 8217 specification mentioned above. If Vanadium content is higher than 150 PPM, then the Sodium (Na) contents must be less than 1/3 of the Vanadium contents.

The fuel oil must not contain chemical waste and/or used marine- or automotive lubricants or any other components that renders the fuel unacceptable for use in marine applications.

The fuel oil shall be free from any bio-derived materials other than the 'de minimis' levels of FAME.

Blending of FAME is not allowed.

The fuel oil must be proved homogeneous.

The physical supplier to participate in a joint (drip) sampling onboard the vessel - or onboard the barge if equipped with drip sampling system of industry standard (e.g. DNV/FOBAS systems).

Otherwise as per the prevailing Terms and Conditions that have been agreed between Buyers and Sellers ("Agreed Terms and Conditions") at the time of the confirmation of nomination. If Sellers make any updates, revisions, changes or amendments to the Agreed Terms and Conditions, these shall not apply unless notified in writing to and expressly confirmed by Buyers.

FULL STYLE:

OLDENDORFF CARRIERS GMBH & CO KG
WILLY-BRANDT-ALLEE 6
D-23554 LÜBECK
GERMANY
MAILING ADDRESS
P.O. BOX 21 35
D-23509 LÜBECK
GERMANY

Best regards

Dominik Steen
Bunker Manager
Bunkers

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<mailto:dominik.steen@oldendorff.com>

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